

MY WIFE SAYS

It's Her Nerves, and I Say It's Gas in Her Stomach

Many a man says that it's gas in her stomach that makes her nervous. There is no question about it. Gas does make one so nervous and Baalman's Gas Tablets stop and cure Stomach Gas so quickly.

All disagreeable and dangerous results from gas around your heart, such as anxious breathing, smothered feeling, starting during sleep, bloating, numbness of fingers and limbs from lack of circulation, due to gas pressure, and the ever present nervousness, all disappear for good after a few days' taking of Baalman's Gas Tablets.

Gas will not and cannot form. Baalman's Gas Tablets have a peculiar action—they act by allaying the irritability of the stomach nerves, which is the cause of gas.

Mrs. Emma Miller, 1655 Mt. Elliott st., Detroit, Mich., says: "Baalman's Gas Tablets are simply wonderful."

Mr. D. G. E. Musselman, 5295 Ar-

cher st., Germantown, Philadelphia, Pa., July 12, 1911. "I am much pleased to state that the bottle of Baalman's Gas Tablets for my wife's nervous stomach condition, pain in abdomen, etc., has done her a great deal of good. She is very much improved indeed."

Mrs. A. Goetz, on board S. S. La Touraine, May 8, 1911, says: "Your Baalman's Gas Tablets have helped me wonderfully. My stomach troubles are entirely over. I have not been seasick in the least, and would not be surprised that it was due to Baalman's Gas Tablets."

Mr. Geo. E. Rodgers, Sawyers Bar, Cal., says: "Baalman's Gas Tablets gave me more relief than any other medicine I ever took for stomach trouble. I have recommended them to other parties with stomach trouble."

Every druggist sells them for 50c, or send 50c direct to J. Baalman Co., 326 Sutter street, San Francisco.

THEY COULDN'T DISCOVER

(Continued from Page One.)

busy desired to attend the session of the committee of the whole in the house during the remainder of the forenoon on the discussion of the Drennan land bill. Also the house devoted the afternoon to a public hearing of railroad legislation under the direction of the labor committee, which hearing the senators desired to attend.

Among the senate committee meetings of the day was that of the finance committee which is studying the last annual departmental reports in an effort to find out the daily or monthly cost of government in order to estimate necessary appropriations.

In the afternoon the senate considered the following bills engrossed for third reading and final passage:

Senate bill 9 for the maintenance of the attorney general's office.

Senate bill 38, site commission for the industrial school.

Senate bill 62, providing that railroads shall employ only experienced train dispatchers.

Senate bill 29, respecting notaries public.

Messages were received from the governor reappointing R. B. Sims as superintendent of the prison, and reappointing the boards of education of the Tempe and the Flagstaff normal schools and the regents of the university, and the sheep sanitary commission, all these having been recess appointments. They are now before the senate for confirmation.

J. H. Coons submitted a request to appear as legislative agent for the Mutual Life Insurance company.

A message was received from the Biebee Miner's union demanding the passage of an equal suffrage bill.

Senate adjourned until this morning at 9:30.

After the roll call, prayer and journal the house listened to the reading of the same protest against Sunday legislation, filed with the senate the day before through the resolutions of the mass meeting held Sunday night, in support of civil liberty. The resolutions were referred to the labor committee.

Standing committees reported as follows, in some instances without recommendation, except to the committee of the whole to which all were automatically referred.

House bill 67 by labor committee recommending passage.

House bill 45 by labor committee recommending passage.

House bill 9 by public lands to committee of the whole.

House bill 59 by county affairs recommending passage as amended.

House bill 28 by county affairs recommending it do not pass.

House bill 6 now in the governor's hands, Phoenix sewer bond bill.

House bill 63 by corporations recommending passage as amended.

House bill 74 by judiciary recommending reference to committee on corporations.

House bill 73 by judiciary, recommending reference to county affairs committee.

House bill 69 by judiciary, recommending it do not pass.

House bill 62 by judiciary, recommending passage as amended.

House bill 60 by judiciary, recommending passage as amended.

The select committee on the investigation of the rumors that money had been used in the interest of the liquor dealers reported that nothing convincing could be found in the reports. They seem to have been idle jest and without foundation. The committee examined G. P. Bullard, J. T. Lewis, C. P. Cronin and F. H. Blighston. The latter's testimony alone contained a shadow of suspicion but was regarded as not dependable, particularly as it could not be corroborated. Mr. Jones as a minority voter on senate bill 29 and a member of the committee said he was satisfied no money had been used. Moreover he added that the gentlemen should not be too easily disturbed by rumor and gossip. He said one man in this county refused to vote for him last fall because he had once got the better of him in a horse trade. Also a morning newspaper had accused the lawmakers of being green at the business, which he of course would not admit, though the newspaper was probably honest in its opinion. A certain legal light in this community he said was heard to remark once on leaving the gallery that it was a "bum legislature", nevertheless he did not think the gentlemen should suffer the slight to ruffle their tempers. This is an era of "the people" and they are bound to express opinions that may be prejudiced or unfair.

A message was received from the governor announcing that he had signed senate bill 10 the jury bill.

A letter was read from the Phoenix board of trade asking for the reenactment of the highway law, with such amendments as might seem advisable. Also copies of the enabling act forwarded by Ralph Cameron were placed at the disposal of the members.

Substitute for house bill 1 which was amended and passed in the senate was received and referred to the committee on constitutional amendments.

NEW BILLS.

The following new bills were introduced, read by title and referred.

House bill 82 by Cooke, to regulate use of automobiles on the public highways, a bill based on the California law. Printing and good roads committee.

House bill 83 by Bradner to regulate corporations and private businesses which issue contracts, printing and corporation committees.

House bill 84 by Irvine amending chapter 9 of the revised statutes, printing and judiciary.

House bill 85 by Johnston at the request of E. B. O'Neill, to reimburse A. W. Gregg for expense of additional prison construction. Printing and appropriations.

The resolution inviting Woodrow Wilson to address the legislature in the event of his coming here was passed without dissent, the bouquet in the original document having been extracted in committee.

But one bill got its second reading, house bill 81 by Brooks, to adopt a state flag. It was referred to the committee on militia and public safety.

The house then went into committee of the whole with Kirk T. Moore in the chair to consider house bill 8, Mr. Drennan's public land bill.

It provides for the requirement of public lands by irrigation companies or settlers under provisions of the Carey act adapting the same to Arizona.

The bill is a very long one and it would take a column to describe its provisions and the debate concerning the measure. Mr. Drennan stated that the urgency of early action is in fact that there is a bill in congress for opening up the Parker reservation as soon as Arizona provides proper laws under which the settlers may take over the lands thus to be placed at their disposal. Also an irrigation company is prepared to construct works for the benefit of the settlers as soon as this is done, and early action mean early prosperity for the Parker country. There seemed to be no opposition to the general purpose of the bill though more or less fault was found with some of its details. Its consideration was not completed and the committee rising at noon asked leave to continue its consideration of the same bill today.

Committee Hearing.

The house adjourned for the day after making committee meeting announcements which included a public hearing of the labor committee after the noon recess and which was participated in jointly by the senators. They had to retire for other business.

The committee hearing was presided over by J. T. Lewis and three railroad bills were discussed. Frank Cox counsel for the Southern Pacific and Messrs. Chalmers and Kent counsel for the Santa Fe were present together with various witnesses. The first bill taken up was No. 42 limiting the number of cars in freight trains to 50 and in passenger trains to 12. Whatever arguments there may be for the bill and the other two discussed, none were heard yesterday for the testimony was all of a negative character, the meeting being held for the railroad to show why such legislation should not be enacted. They made out what seemed to be very strong cases, the only affirmative ideas being implied by questions from the members which were answered promptly, explicitly and logically.

Mr. Cox opened the session by a statement of fact from his viewpoint. He said he was not there with his bristles up but merely to give the information that might be desired by the committee and that might keep the legislature from enacting laws it would later regret, while on the contrary if the gentlemen could show any good reason for any particular thing, as to how the public would be benefited or lives rendered safer he felt sure the railroads would not object.

Speaking to the train limit measure he said the Southern Pacific sidetracks had all been built for accommodating trains of seventy cars; that one locomotive over a large part of the Arizona division could pull 70 cars; that helpers were provided on grades. The advantages of long trains are that there is greater efficiency of motive power, hence economy, the faster moving of freight, hence more economy and accommodation to the shipper. Shorter trains meant many more trains, consequently more delay in meeting points which would be more numerous, and also greater hazard to life in running

them more checker playing for the dispatcher along the line, more delay to the shipper. Also there is no train limit in the states east or west at connecting points so trains would all have to be remade at these places, congestion of traffic would follow etc. Moreover there would be a greater delay in delivery of local shipments. For instance a 70 car train arriving at Yuma from the coast if cut down to 50 cars would naturally mean picking out the cars that had through freight leaving the local freight to take later trains.

He said 50 cars meant a reduction of 23 per cent in locomotive efficiency; a reduction in capacity of equipment amounting to 25 per cent and a 40 per cent increase in the number of trains required to handle the traffic. Mr. Cox outlined most of the above and the rest was supplied by the witnesses introduced in support of his statement and brought out by the questioning of the attorney and the members of the house. These witnesses included Geo. A. Hickey, assistant superintendent of the Tucson division; Charles M. Murphy, trainmaster and Mr. Moore, road foreman of engineers. These gentlemen all spoke clearly and strongly in harmony with the above reasoning, unqualifiedly supporting it. W. A. Drake general manager of the S. F. & P. & R. railway was put on the stand by Santa Fe counsel and corroborated the testimony of the others as to all theories of train handling and in respect of his own line wherein conditions were similar.

It was sought to show that there was more danger to trainmen in the long trains than the short ones but that seemed to be well controverted by the witnesses, some of them declaring the contrary to be true for the reason that shorter trains run faster and the velocity of the train has much to do usually with accidents and their seriousness. Respecting car limits for trains Mr. Drake said he knew of no valid reason why there should be any limit except the limit of motive power.

For the number of men in a train crew, among other things requiring a pilot, either conductor or brakeman, as a third man in case an engine is running alone. The theory in support of the bill was that one of the engine men might become incapacitated and the other would be unable to flag forward and back in time to prevent trouble in case of a break down to his engine. This was answered by repeating the train rules telling what the crew should do in similar emergencies. The railroad men all agreed as to facts in this matter also. In regard to having the third brakeman it was stated that he was always put on long trains where needed as a theory of economy for the railroad to prevent accidents etc.

House bill 42 requires all locomotives to be equipped with electric headlights. The railroad men seemed to offer little opposition to that measure. They admitted that they were considered better lights where only a single track is used, though there were some good arguments against them. But where there is a double track it was agreed by all that the electric headlights are apt to confuse by their glare, the crews of trains approaching each other. However, Mr. Cox said the S. F. & P. is rapidly putting in electric headlights and all it asks is sufficient time to finish the job. Mr. Drake said the Santa Fe used them almost exclusively and his line had its newer engines so equipped. They are expensive and the roads dislike equipping old engines with them.

Concerning the limiting of passenger trains to twelve cars it was brought out that ordinarily the trains do not exceed that number but on occasion of the moving of large excursions more are added to accommodate the public and hasten transportation. If limiting to 12 it would often necessitate running extra sections with two or three cars which would involve an expense that would probably make transportation rates higher or eliminate the profits of the company. It is an emergency practice the railroads thought they should be allowed to employ.

Before concluding the session Mr. Cox asked that he might have another hearing for oral argument and Judge Kent asked that they might file brief statements on these questions and also appear again in respect of house bill 50 and house bill 15 which there was not time yesterday to discuss.

HOUSEKEEPERS.

Often prefer butter made by the farmer's wife in her own kitchen, it has a freshness not found in cold storage butter. These housewives will be glad to know that the Farmer's Cooperative Creamery Co. sell the dairy products of the ranchers of the Salt River Valley, 27 N. 3rd St.

WILL CONFER TODAY.

Hard Coal Miners and Operators Will Meet at Philadelphia.

[Associated Press Dispatch]

PHILADELPHIA, April 9.—John P. White, president of the United Mine workers of America and officials of the union from the anthracite fields gathered tonight awaiting the conference arranged for tomorrow with a committee of hard coal operators, which will decide whether the present suspension will work or whether a strike or whether the men will return to work under a new agreement. While all demands made by the workers will be modified at the conference the union leaders declared they will stand for union recognition.

FIFTEEN WERE HURT.

Motor And Freight Train Met Crash in Head-on Collision.

[Associated Press Dispatch]

SACRAMENTO, April 9.—Thirteen passengers and two trainmen were injured this morning when a northbound Placerville motor car met head-on a southbound freight train. The conductor and motor man were internally injured.

[Associated Press Dispatch]

HOLLISTER, Cal., April 9.—This town went wet yesterday, a majority of the women voting against prohibition.

TOWN WENT WET.

[Associated Press Dispatch]

CHICAGO, April 9.—Packer McFarland today received an offer of \$10,000 or 25 per cent of the receipts and 25 per cent from the pictures to fight Matt Wells, the English lightweight champion, at Madison Square Garden April 22.

[Associated Press Dispatch]

SACRAMENTO, April 9.—Incomplete figures for the registration May 14, presidential primaries in California show 617,465 republicans, 252,105 democrats and 60,421 socialists.

[Associated Press Dispatch]

LOVETT Drug Co. guarantees it.

CLARK CLUB IS ORGANIZED

Supporters of the Missouri Mule and Houn' Dawg Man Expect Thousand Members in a Week. E. B. O'Neill President.

Last Saturday night occurred a preliminary meeting of those interested in the nomination and election of Champ Clark, and yesterday evening the organization of a Champ Clark club was completed with the adoption of constitution and by-laws and the election of officers. The committee on organization, and order of business, which finished its work last night, consisted of Clay Leonard, Lin Orme, Walter Brawner, A. D. Leyne and J. O. Dunbar.

They submitted the constitution and by-laws and recommended that E. B. O'Neill and Mr. Leyne be elected president and secretary respectively. All that they suggested was carried without dissenting votes, and the election of the remainder of the official staff proceeded. Rose Ling was made first vice president, Jeff Adams second, Paul Geary, number three and W. L. Barnum fourth. Brawner will be assistant secretary and Leonard treasurer. These elections were unanimous as were all the others.

The executive committee, which is provided for in the by-laws, is composed of Brawner, Adams, Leonard, C. H. Dunlap, C. C. Thompson, Dr. C. A. Aiten, P. G. De Lama, and Jack Dodson, the president and secretary being ex-officio members.

It was arranged to hold meetings at the court house every Monday night.

The executive committee met after the adjournment of the club and sub-committees on finance, membership and organization were chosen. The duties of the latter will be to see that clubs are formed in all Maricopa county, and to keep in touch with other Clark clubs throughout the state, almost every county having an organization of this sort. There was an attendance of 120 last night and only one there will carry a membership roll today for the purpose of signing up recruits. It was the hope that at least a thousand will be enrolled before the next meeting.

ARMIES WILL SCRAP AGAIN

Rebels and Federals Are Lined Up Near Scene of Late Conflict and Another Battle Is Expected Soon.

[Associated Press Dispatch]

JIMINEZ, April 9.—Developments of the last few days have resulted in a situation almost identical with that existing just prior to the battle which ended in a federal defeat at Corralitos seventeen days ago. The federals, under the immediate command of General Telles, are at Conejos, forty-six miles south of Escalon, where the vanguard of the rebel army is located. The rebel commanding officers are Generals Campos, Argumedo and Murrillo.

General Salazar is expected here tomorrow and will resume charge of operations in the south, while Orozco will direct the campaign from Chihuahua. If the resumption of hostilities depends on the initiative of the rebels there will be no fight for some days.

The federals continue the operation of military trains between Bernalillo and Conejos and across come of the presence of government troops near Santa Rosalia. It was near this place the wires were cut last night on the railroad. The headquarters report regarding the enemy in that quarter discredited the wire cutting and attributed it to bandits. Orozco is yet in Chihuahua and Campa in Juarez nursing an injured limb.

MEXICO, April 9.—The rebel forces were routed from the City of Juarez, Morelos, an important commercial center today and five hundred of their number were killed in the battle, according to dispatches made public by the department of the interior tonight.

THEY DON'T AGREE.

Taft and Roosevelt Have Different Figures for Michigan Delegates.

[Associated Press Dispatch]

DETROIT, April 9.—Of 1,312 delegates to the state convention, 851 are claimed by Taft, while Roosevelt men claim 650 pledges, aside from 192 in Wayne county, which will be contested.

A JUST DECISION.

[Associated Press Dispatch]

JEFFERSON CITY, April 9.—The supreme court has sustained the constitutionality of the law which makes it a felony for any automobile driver, who injures persons, to fail to stop and give assistance to the injured.

PURSES ARE LARGE.

Wolgate And Rivers Offered Large Stake for Vernon Fight.

[Associated Press Dispatch]

LOS ANGELES, April 9.—It was announced by Promoter McCarty tonight that Ad. Wolgate will receive fifteen thousand dollars cash and Joe Rivers seventy-five hundred for their fight July 4. Wolgate has an option of forty-five per cent of the gross receipts instead of the purse, but must decide two days before the fight. He may accept the per centage in view of the fact that McCarty has also announced he would increase the size of the Vernon arena to hold ten thousand people. The arena now seats less than five thousand.

PRETTY GOOD OFFER.

Packey Can Get \$10,000 for Fighting the English Champion.

[Associated Press Dispatch]

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WATERS CRUSH RIVER LEVEE IN ARKANSAS

Several Towns Are Flooded and Rich Farming Section Is Covered by Floods.

LOSS REACHES MANY MILLIONS

Situation Is Well In Hand at Upper Five Points But Lower Localities Suffer.

[Associated Press Dispatch]

MEMPHIS, April 9.—Between 1,700 and 2,000 square miles, including more than half a million acres of rich farming land of northern Arkansas in the St. Francis basin are flooded by a break in the main levee system. The damage will run into millions. Thousands of head of live stock have perished. Boats bearing rescue parties already are in those parts of the flooded areas nearest Memphis. Relief parties have been organized and dispatched from Osceola, Ark., and other towns.

VICKSBURG, April 9.—The center of the great Mississippi valley flood has shifted from Memphis to Vicksburg during the past 24 hours and chief anxiety now centers at points between here and the breaks at Osceola, just south of the Tennessee levee. The levee break is certain that the banks will hold 25 feet of water and that there will be an overflow if the water goes over that mark. If the banks do hold, and the overflow comes, it will do little damage compared with the tidal sweep that follows crevasses.

News from other sections of the northern river district are cheering. Supplies of tents, bedding and clothing have arrived at the Redfoot Lake territory in Tennessee. Refugees brought from Wynoke have been made comfortable in Memphis.

Diverting the vast quantity of water into St. Francis basin by today's break should afford relief between Barfield and Hecla, about two hundred miles. The towns which engineers say are under water three to ten feet deep are Marked Tree, 1200 persons; Wilson 500; Big Lake 200; Decker, 1000; and Tynona, 150 each. Besides these many minor settlements are probably inundated. Wilson and Marked Tree have large sawmills. The loss in these will possibly reach a million.

MARKING TIME FOR SEASON'S OPENING

BIG LEAGUE SEASON STARTS TOMORROW; RAIN ON COAST; EXHIBITION GAMES.

This is the day the whole country, that is the whole country interested in baseball, and that is the whole country is marking time preparatory to the opening of the big league season tomorrow.

Requests for tickets have exceeded all former records and attendance figures will be broken in every city if these advance signs are realized.

It rained on the coast yesterday and the season's first postponement resulted. In the east the following exhibition games were played:

Philadelphia Nationals, 10; Americans, 7. (This gives them series.)

Cincinnati, 8; Detroit, 4.

Washington, 7; Brooklyn, 8.

Toledo, 9; New York Americans, 8.

Newark, 2; New York Nationals, 4.

Boston Americans, 2; Harvard, 0.

Indianapolis, 1; Cleveland, 2.

Chattanooga, 8; Cleveland, second team, 0.

St. Joseph, 1; Pittsburg, 9.

TAKE YOUR CHOICE.

One is For Taft and One is For Roosevelt.

[Associated Press Dispatch]

MACON, Mo., April 9.—Two republican conventions in the First congressional district were conducted this afternoon. One meeting instructed the delegates for Roosevelt. This meeting declared its 62 delegates to be the regular republican district convention. In the other convention the delegates were instructed for Taft. The managers of this meeting claimed a legal representation of 47 delegates.

WON THIRD BOUT.

[Associated Press Dispatch]

NEW YORK, April 9.—Bob Moira, of Milwaukee tonight won his third bout in the east, out-fighting Fred Hicks of Detroit, in seven of ten rounds. Both weighed 162.

WILL LEAVE TOWN.

Preacher Thinks That's Better Than Serving Jail Sentence.

[Associated Press Dispatch]

REDDING, April 9.—Rev. Glenn MacWilliams, of Los Angeles, was today sentenced to sixty days in jail. Sentence was suspended as it is understood he will leave for the south at once. He is charged with using indecent and profane language at a revival meeting last night.

REPUBLICANS LEAD

Far Outnumber the Democrats in Registration in California.

[Associated Press Dispatch]

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MARK SMITH COMES BACK

Arizona's White Hope Wins an Easy Bout in a Washington Elevator—Audience Faints With Lever Man Groggy.

The following dispatch in the Los Angeles Times from Washington, D. C., under date of April 7 shows how the senior senator from Arizona is stirring up the animals. Senator Smith is Arizona's "white hope."

Engaging in a fistie encounter with an elevator conductor in the Ebbett House last night, Senator Marcus Aurelius Smith of Arizona, not only put himself in peril, but also two other passengers in the elevator.

Senator Smith occupied a room on the fifth floor of the hotel. He wanted to go down to the first floor, George Smith, the negro conductor, had just started his elevator from the first floor, carrying a guest to the sixth floor. Under the rules he was obliged to complete the trip to the sixth floor, Senator Smith was standing by the elevator when it went by.

"I want to go down. Stop and take me down," he demanded.

"I'll teach you to insult me," he is negro replied.

The elevator went up to the sixth floor.

Two passengers, Mr. and Mrs. E. S. Massey, a bridal couple from Philadelphia on their honeymoon, entered. When the fifth was reached Senator Smith entered.

"I'll teach you to insult me," he is alleged to have said to the conductor, whereupon he doubled up his fist and struck the negro in the face, knocking him down.

The elevator was without an operator for the time being. It started on its journey to the ground floor. Mrs. Massey became hysterical. The negro recovered in time to grab the controller before the elevator reached the first floor. In the meantime Mrs. Massey had fainted and had to be carried from the elevator. Restoratives were administered and in a short time she recovered.

Senator Smith left the hotel and did not return again until late in the evening. He refused to discuss the affair.

PARCELS POST BILL IS QUITE HUMOROUS

It Costs